

## Shipping

**STEAMERS.**  
**DOUGLAS STEAM-SHIP COMPANY,**  
**LIMITED.**  
**FOR SWATOW, AMOY & TAIWANFOO**  
**THE Company's Steamship**

**"THALES."**  
Captain Hunter, will be despatched for  
above Ports TO-MORROW, the 19th inst.,  
daylight, instead of as previously advertised.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
General Managers.  
Hongkong, 17th September, 1881. [12]

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STEAM TO YOKOHAMA, VIA NAGASAKI

AND KOBE.  
(Passing through the INLAND SEA.)  
THE F. & O. S. N. Co.'s Steamship  
"ANCONA,"  
Captain W. D. Mudge, will leave for the above  
places TO-MORROW, the 19th instant,  
Daylight.

Hongkong, 8th September, 1891.

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FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

**"LIGHTNING,"**  
 Captain G. B. Pallett, will be despatched for the  
 above Ports **TOMORROW**, the 19th inst.  
 at 4 p.m., instead of as previously advertised.  
 For Freight or Passage, apply to  
**DAVID SASSOON & SONS**

DAVID SASSOON, SONS & CO.,  
Agents,  
Hongkong, 18th September, 1891. [12]

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FOR SHANGHAI.  
THE Steamship  
"NINGPO,"

Captain K. Röbber, will be despatched for the  
 above Port TO-MORROW, the 19th inst.,  
 4 P.M.  
 For Freight or Passage, apply to  
 SIEMSEN & Co.  
 Hongkong, 16th September, 1891. [12]

**DOUGLAS STEAM-SHIP COMPANY,  
LIMITED.**  
FOR SWATOW, AMOY & FOOCHOW.  
THE Company's Steamship

"NAMOA,"

above Ports on SUNDAY, the 20th instant,  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAFLAIR & Co.,  
General Managers.  
Hongkong, 17th September, 1891. "12

**"SHIRE" LINE OF STEAMERS.**  
FOR HAVRE, LONDON, HAMBURG,  
AND ANTWERP.  
THE Steamship

**"DENBIGHSHIRE"**  
 Captain Gedye, will be despatched as above  
 on or about the 20th inst.  
 For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
 Agents.  
 Hongkong, 16th September, 1894.

**AUSTRO-HUNGARIAN LLOYD'S STEAM  
NAVIGATION COMPANY.**  
**STEAM FOR**  
**SINGAPORE, PENANG, COLOMBE**

AND BOMBAY.  
Having connection with Company's Mail  
Steamer to ADEN, SUEZ, PORT SAID,  
TRIESTE, VENICE AND FIUME.  
THE Company's Steamship  
"THISBE,"

Cargo will not be received on board after P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to  
**DAVID SASSOON, SONS & Co.,**  
 Agents.  
 Hongkong, 14th September, 1891. [1891]  
**"SHIRE" LINE OF STEAMERS.**

FOR-NAGASAKI, KOBE & YOKOHAMA  
VIA INLAND SEA.  
THE Steamship  
"CARMARTHENSHIRE,"  
Captain Clark will be despatched as above

on or about WEDNESDAY, the 13rd instant.  
For Freight or Passage, apply to  
**DODWELL, CARILL & Co.,**  
Agents.  
Hongkong, 16th September, 1891. F12

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**STEAM TO STRAITS AND BOMBAY,**  
on or about WEDNESDAY, the 13th instant.

**THE P. & O. S. N. Co.'s Steamship**  
**"NIZAM,"**  
 Captain G. L. Langborne, R.N.R., will leave for  
 the above places on **WEDNESDAY**, the 21st

last, at Noon.

**E. L. WOODIN,**  
Superintendent.

Hongkong, 16th September, 1891. 1122

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**EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.**

**FOR SYDNEY, MELBOURNE, AND ADELAIDE.**  
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**

**"AIRLIE."**

Captain Ellis, will be despatched for the above Ports, on, SATURDAY, the 26th inst., 4 p.m.

This well-known steamer is specially fitted for

passenger, and has large cooling Chambers  
thus securing a supply of Fresh Meats, MINCE,  
etc. throughout the voyage.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents,  
Wholesale and Retail Grocers,  
No. 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

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**BOMBAY, August 30th.**  
The Parsi cricket team have again proved themselves the champions of Western India.

**August 31st.**  
Lieutenant Vargies, who recently rode across India, is among the passengers by the Austrian Lloyd's steamer to-morrow for Trieste.

**September 1st.**  
At a meeting of the Rajah's Tower Tragedy Committee, it was unanimously resolved to offer a reward of Rs. 20,000 for evidence leading to the conviction of the guilty persons, and that a public memorial be forwarded to the Secretary of State for India on the subject. The meeting was further of opinion that the House of Commons should also be moved to consider the matter. This question, however, was reserved for consideration at another meeting.

**PARIS, September 1st.**  
The French army manoeuvres on the German frontier, which will be of unequalled importance, begin on Thursday next. One hundred and twenty thousand troops under the greatest generals of France will take part in the manoeuvres.

**ALLAHABAD, September 1st.**  
The monument to be erected by the Government at Manpur over the graves of Mr. Quinton and his companions is likely to be of a simple character. A tablet to their memory will also be placed in the Calcutta Cathedral.

It is expected the succession to the Rajahship of Manpur will be settled within the next fortnight, inquiries having been instituted as to the eligible members of the collateral branches of the former ruling family. These are quite numerous enough to give the Government a liberal choice.

**BOMBAY, September 2nd.**  
A number of long term convicts who were concerned in the Kathiawar dacoities, which began at Ahmedabad at Bombay, attacked the escort at midnight on Monday and succeeded in killing one, and escaping with the rifles and ammunition of the police. Two only of the party were detained. Detachments of mounted police have been sent in search of convicts.

It appears that twelve convicts were under an escort for Bombay, when the police were overpowered in the railway train. The hour was 5.30 in the evening, and not midnight as previously reported. Two policemen were injured, but not fatally, the man who lost his life being a convict.

Two of the men have been recaptured, five are still at large with rifles and ten rounds of ammunition.

One story says two of the prisoners were quarrelling, when one stooping down seized the bayonet of one of the escort and struck his opponent on the head. This was the signal for a general movement. Shakes was speedily loosened and a rush was made for the windows. Hopes are entertained of the recapture of all the men, but it is expected they will make use of their arms in retreating.

**ALLAHABAD, September 2nd.**  
The Government of India is likely to have shortly under consideration the establishment of an efficient Statistical Bureau by the combination of the agency now employed in the Financial and Revenue and the Agricultural Departments, the main object being to utilize more fully the returns prepared by the latter Department.

**September 3rd.**  
It is believed to be intended to build a railway from Peshawar to Michar during the ensuing cold weather. This is the first step towards a Kabul railway.

**CONSTANTINOPLE, September 3rd.**  
The Sultan has summarily dismissed the Grand Vizier, and six other ministers, but no reasons have been given for this step.

At a sitting of the Oriental Congress yesterday Mr. Fauchet read a paper on the prehistoric remains discovered in Belleray, in which it was said that these remains were clearly precedent to the Hindoo era.

The Congress has appointed a small Commission to further examine the discoveries in all their bearings.

The report of the opening of the Dardanelles to Russian war vessels proves to have been overdrawn. The Porte has only permitted the passage of vessels belonging to the Russian Volunteer Fleet which are conveying convicts and time-expired soldiers. The existing treaties will be maintained.

**VIENNA, September 3rd.**  
General Caprivi and Count Kalnoky are not expected to attend the manoeuvres on the Austrian Army.

A lengthy conference has taken place between the two statesmen.

**NEW YORK, September 3rd.**  
Advices from Chili state that ex-President Balmaceda is crossing the Andes. The report that he was shot by a muleteer is not confirmed.

## THE RESPONSIBILITIES OF SHIP MASTERS.

The following is the judgment delivered by Chief Justice O'Malley in the Supreme Court at Singapore on the 10th inst. in the important *Namchow* case. It will be remembered that Captain Colonna was prosecuted on a charge of having made false entries in the ship's log, as to the number, and cause of deaths that occurred on board whilst on a voyage from Swatow to Singapore early in July last.

The jury returned a verdict of guilty, and the Chief Justice, addressing the prisoners, said he had been found guilty by the jury of having committed a breach of the *Merchant Shipping Ordinance*. He could quite understand that the verdict of the jury was upon the second issue left to them, that the prisoner, knowing what he was doing, omitted to state in the log the deaths of these other passengers, putting down only three when, as a matter of fact, there were nine on board. He (the Judge) had made enquiries and understood that a conviction would not affect the prisoner's certificate. No doubt he had suffered a severe punishment in losing his ship, and "I am well willing, and anxious," continued his Honour, "to take into consideration every circumstance in your favour, but I have to recollect on the other hand, what this provision of the law is, and how necessary it is to impress upon persons of your class the duty and responsibility of observing the law with every possible strictness. It is not for you or other officers to consider, but into this port to put their duty to their country before their duty to the public. I admit that masters often have a temptation to do so, and I think it very likely in this case you had a strong temptation to do so, but it makes it all the more necessary, when this Court has to deal with matters of this kind, it should take care that masters should understand that their duty to the public is paramount and that it will be enforced by the law. You might have introduced an epidemic of cholera into the colony, with all the consequences of your act fairly within your contemplation when you determined to suppress the facts of these deaths, and I cannot help thinking that you had it in your mind that if you mentioned that two men died vomiting and purging, your ship would be put into quarantine. For your own sake I should be glad to make the sentence as light as I can, but it is my duty to take advantage of such an opportunity as this, and I am bound to take advantage of it to impress upon the

masters of ships and those concerned in them, that an infringement of this law is a grave offence. You must understand, and so must every master of a ship, that the official log is for the protection of everybody. Without a strict observance of the requirements of the law with regard to official logs, you are left in the position of absolutely unfeigned responsibility. I must consider all these matters and the least sentence I can pass upon you is that you be imprisoned and kept to hard labour for six months."

## HIS TERRIBLE REVENGE.

INSTEAD OF ACCEPTING HER AS A SISTER, HE BECOMES HER STEP-FATHER.

**CHAPTER I.**  
"Hail you refuse to me, do you Miss Hamtagg?" The man who asked the question had passed the first flush of youth. He had not reached the age at which it seemed expedient for him to part his hair just above his ear and plaster a thin layer thereof over the top of his head. He had thrown aside the walking-stick of young manhood, but had not assumed the cane of middle age. It was well to speak of these facts, for they are necessary to the full understanding of this painful story. Moreover, they cost nothing extra.

"I do, Mr. McStabb," said the young lady, coldly.

"Then listen to me, Rachel Flickery Hamtagg," he hissed. "I vow you shall bitterly repent it!"

**CHAPTER II.**  
Wild whistled through the bleak wind, dlamely moaned the huge elm that rasped and scratched itself against the cruel edges of the tiles, as if shrieked the weathercock on the barn-roof for a drop of oil, and gruesomely groaned Algernon Fitz-Thompson McStabb as he stole forth in the dead of night, made his way cautiously by a circuitous route to the ancestral wash-house in the back yard and went inside.

"I'll show her!" he muttered between his teeth. From beneath his coat he drew a compact bundle of letters, cut the string that bound them together, struck a match, made a bonfire of the collection, and watched them slowly consume to ashes, while the crasy building shook as if with indignation, and the wind sighed hoarsely, like one in sympathy with the wretched but wrathful man. He was burning the letters he had written in happier days to Rachel Hamtagg. She had returned them to him scornfully.

**CHAPTER III.**  
This is so sudden, said the widow, blushing. "and so unexpected. I—I thought your visits to our house were for the purpose of seeing my daughter?"

"She is too young," replied the visitor, decidedly. "I told her so last evening. We parted in a friendly spirit, but I gave her to understand, as delicately as I could, that I should not call to see her any more. This is sudden, it is true, but I trust none the less agreeable on that account. May I not venture to hope?"

"Well, really—"

"And now, my dear," he said, at the expiration of a happy half-hour, as he gently lifted her from his shoulder, "I should like to see you—or perhaps I ought to say our—daughter, to tell her of this happy event."

"Shall I call her?"

"If you please, my dear."

**CHAPTER IV.**  
"Rachel," said Algernon Fitz-Thompson McStabb, pleasantly, "you will be glad to know, I dare say, that I am to be your father. That is all we wish to say to her, is it not, my love? You may go, Rachel. Please close the door, my child, as you go out."—*Pearson's Weekly*.

## NEWS AND GOSSIP.

Investigation shows that many European girls are in Asiatic harems.

It is now asserted that the British general election will take place in November, 1892.

A custom's office in Holland stopped a costly collection of butterflies, classing the insects dutiable as poultry.

An ingenious American proposes to build an elevator at Mount Blanc which will be able to carry 216 persons at once.

The failure of recruits to come forward for the regular forces and militia actually left £171,000 on the British War Secretary's hands.

Cholera is making serious progress at Massawa. It is not confined to the Abyssinian quarters, but has also attacked Europeans.

The natural history museum at Kensington has received a novel addition to its shelves in the shape of 10,000 spiders.

The Shah of Persia has delegated a dozen noblemen to visit Germany and study the methods employed in the various branches of the Government service.

M. Jules Toutain, of the Ecole Française de Rome, has discovered near Tunis, on a hill called Ras el Koudia, what appears to be a temple of Baal Roman times.

The Russian Government has determined to build a second Russian Church in Paris. An Imperial grant of \$160,000 has been made, and the work will be commenced at the end of this year.

A barrister, a doctor, an ex-captain of the guards, an architect, a professor of languages, a chemist and twelve short-hand writers are among those who have found a refuge in General Booth's "Elevator Homes" in London.

An occurrence most unusual in the annals of European countries has taken place in the duchy of Gotha. On account of the flourishing state of the finances a bill has been introduced suppressing taxation for three months.

There is, says a Roman correspondent, a great deal of mystery about Cicipli, and a London correspondent hears from one of his intimate friends that he recently had a paralytic stroke, and that he has since been unable to recognize even his closest friends.

Charles King, who has not succeeded in making his Congo investments pay very well, so badly indeed have they turned out that they have well nigh swallowed up his own fortune. If not, also, the vast property that he holds in trust for his sister, the ex-Empress Charlotte of Mexico.

A railway is to be built across England that will enable a passenger to make a direct trip from the Mersey to the shores of the North Sea. It will be about 150 miles in length, and the expense of purchase and construction will be at the rate of about \$200,000 per mile.

Yorkshire miners instead of spending an accumulated fund of \$500,000 in supporting strikes; propose to devote the money to the election expenses and salaries of twenty members of Parliament chosen to represent them as to all legislation affecting their interests.

The people of Calvi, the ancient fortified city on the island of Corsica, which among several other localities, claims to have been the birthplace of Columbus, have undertaken to raise money for the erection of a statue to the discoverer of America in the public square of that city.


It is said that the sudden and entirely unexpected retirement of Captain Shaw from the command of the London Fire Brigade was due to the fussy interference of some of the London County Council officials, who insisted upon ordering his men out for parade or inspection without reference to his wishes or authority.

**Intimations.**

QUEEN'S ROAD AND DUNDRELL STREET.

**HONGKONG TRADING CO. LTD.**

NEW GOODS NOW SHOWING TAILORS AND OUTFITTERS FOR AUTUMN AND WINTER WEAR. TAILORS AND OUTFITTERS



## MARRIAGE AS A CONSIDERATION.

The Supreme Court of California rendered a decision the other day which will attract much attention. Seven years ago one Alfred H. Cohen became engaged to a Miss Emma Bray. The engaged couple had no means. The father of the girl gave them a house, and the father of the groom bestowed a sum of \$16,000. It was supposed at the time that Bray, the girl's father, was a man of fortune. Shortly afterward it turned out that he was insolvent, and had been insolvent at the time he gave his daughter the house; whereupon one of his creditors attached the house as property with which he had parted without valuable consideration and practically in evasion of his debts. The Superior Court held the gift valid, and the other day the Supreme Court confirmed the decision on the ground that the receiving of a husband for one's daughter was a valid consideration. This seems rather peculiar law.

The object of the law which prohibits assignments of property by an insolvent when no valuable consideration passes, was to prevent a debtor from impairing the security of his creditor. No one has the right, after incurring a debt, to out of reach the property which gave him credit enough to be able to incur the debt. An insolvent may sell his property or exchange it. But he must get something in exchange which will take its place among his assets. From that moment he is insolvent he becomes, as it were, in the eye of the law holder of his own property in trust for his creditors. That is the principle which governs the laws of all nations in regulating transfers of property by insolvents.

As to the word "consideration" there appears to have been some confusion of thought in the minds of the Supreme Court Justices. They say in their decision that "marriage is the highest and most valuable of considerations." It may be considered a father to get his daughter married, or the daughter to get a husband, but it is no consideration at all to a creditor of the father that his debtor has secured a son-in-law. The consideration which the law has in view when it permits an insolvent to part with his property for valuable consideration is a consideration which can take the place of the property disposed of, and be subject to seizure and sale under execution to satisfy the debts of the insolvent. The court can hardly intend to intimate that the creditor in this case could seize the person of the son-in-law and have him sold by the Sheriff. It is difficult, then, to understand how it can hold that Bray's gift of a house did not impair the security of his creditor.—*Call*.

**KNOTS AND MILES.**

There is, unfortunately, a growing practice of making an improper use of the word knot, not only with landmen, engineers and shipbuilders but also with sailors, who ought to know better.

The prevailing idea at present appears to be that the knot is the same thing as the geographical, nautical or sea mile; and the word knot is used to prevent any possible confusion with the statute land mile.

But this usage is quite wrong. The knot is the common unit of speed employed at sea by sailors of all civilized nations; knots in English is *nautica* in French, *nudos* in Spanish, *nodis* in Italian, *knopen* in Dutch, *knuten* in German, and probably the equivalent word would be *knout* in Russian, and *knut* in Scandinavian.

One knot is a speed of one nautical mile an hour, the nautical mile (French *mil*, Spanish *millas*, &c.) being the mean average distance of latitude on the earth's surface; so that it is 60 x 60 = 3,600 miles from the equator to the pole; and this is the only mile the sailor knows and uses.

The nautical mile is a little over 6,080 feet, the Admiralty measured mile (we do not say the Admiralty knot); so that one knot is a speed of a little more than 100 feet a minute, more nearly 100 feet 10 inches a minute; thus on a log-line, with a half-minute glass or interval of time, the distance between the knots should be 50 feet or a little over, say 51 feet.

The word knot is derived from the knots on the log-line; the number of knots which pass over the ship's taffrail during the half-minute or other interval of time giving the speed of the ship in knots.

The only occasion, then, in which it is permissible to use the word knot as the equivalent of a length is in apacing the knots on the log-line; and then, by a familiar tendency in language, the "distance between two knots" is abbreviated in speech to the "length of a knot."

All this is explained very carefully and clearly in Sir W. Thomson's "Lecture on Navigation" (Glasgow: Collins, 1876), an excellent little book, now, unfortunately, out of print.

But by a curious perversity and straining after precision, the incorrect expression "knots an hour" to express the speed of a ship, is creeping into general use, with the effect of displacing the word mile by knot; so that now it is quite common to read a steamer's daily run as given in knots, (e.g. *Trafalgar's* daily runs 473 knots, 476 knots, &c., total distance 2,806 knots), and the coal endurance of a man-of-war given as say 26,000 knots, and 10 knot speed; thus using the word knot where mile should be used.

No real sailor would say that a rock or the land was half a knot, one knot, &c., away.

It is often urged that the expression "knots an hour" is so much clearer and more definite; but we might just as well measure pressure in "atmospheres per square inch," or "feet per second."

Chief Engineer Isherwood, of the United States Navy, in his reports on speed-trials of vessels, is so anxious there should be no mistake, that he always uses the long expression, "geographical miles an hour" to express speed, when he has the clear simple word knots.

to hand all the time; however, he does, at least, avoid the abomination "knots an hour," and the worse still conversion of speed, expressed as 16 knots an hour = 10 statute miles.

Sir W. Thomson (Navigation, p. 45) says that: "The existence of the British statute land mile of 1,760 yards, 1,280 feet, is an evil of not inconsiderable moment to the British nation; and that he never intends to use the unqualified word mile to mean anything else than the geographical nautical mile."

The land mile varies in the most extraordinary manner for different countries, and even for England, Scotland, and Ireland. We inherit our statute mile of 1,760 yards from the Romans: it is their military rule, *mille passus*, a thousand (double) paces, the military pace being 5 feet and a little over, say 5 feet 3 inches; perhaps the foot rule has shrunk a little in the course of ages, due to a continued tendency in commerce (very observable in the so-called pint bottles of wine or beer).

It was well known to our early Elizabethan writers on navigation, such as Norwood, Wright, and others, that 60 to 70 statute miles went to the degree of 60 nautical miles; but writers on geography ignored this fact (perhaps from a temptation to make round numbers), and for a long time afterwards taught that 60 land miles went to the degree.

To summarize, distance at sea is measured in miles, and speed in knots, and the expressions knots an hour for speed, and knots for distance in miles are nautical barbarisms.—*Nautical Magazine*.

## To-day's Advertisements.

**HONGKONG JOCKEY CLUB.**

THE ANNUAL GENERAL MEETING of the above Club will be held in the CITY HALL, on FRIDAY, the 2nd October proximo, at 4 p.m.

T. F. HOUGH, Clerk of the Course.  
Hongkong, 18th September, 1891. [1236]

**TO LET.**

HOUSES at the Peak, and at "BELLIOS TERRACE," ROOMS and SHOP in "BRACONSTFIELD ARCADE," Queen's Road, GODOWNS in Dundrell Street, HOUSE No. 21, "WEST VILLA," Pok-fu-lum Road, BUNGALOW, "DELMAR," Yow-ma-tee.

Apply to **RELIOS & Co.**  
Hongkong, 18th September, 1891. [1238]

**ST. ANDREW'S CHAPTER.**

HONGKONG, 218 S.C.

A REGULAR CONVOCATION of the above Chapter, will be held in the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 23rd instant, at 8 for 8.30 p.m. precisely.

Hongkong, 18th September 1891. [1237]

## Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CLIFTON," FROM ANTWERP, GLASGOW, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 19th inst., or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by

**DODWELL, CARLILL & Co., Agents.**

Hongkong, 12th September, 1891. [1194]

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

NOTICE.

CONSIGNEES of Cargo per Steamship "OCEANIC"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**J. B. VAN BUREN, Agent.**  
Hongkong, 15th September, 1891. [1195]

## Intimations.

FIVE HUNDRED DOLLARS REWARD.

A REWARD of \$500 will be paid to any person supplying information that will lead to the discovery and identification of a Chinese girl named LI AFAT, who, in or about the month of September, 1888, was resident at St. Francis Street, Wanchai, in the house of JOHN MINHINNETT, an overseer in the Hongkong Public Works Department, under the protection of a Chinese kept woman named WONG AH NGAN.

LI AFAT is about 10 years of age, and according to a declaration made by WONG AH NGAN at the Magistrate's office, she was returned to her mother about three years ago—presumably to some village in the Kwangtung Province, where it is stated she died a short time afterwards.

On the other hand JOHN MINHINNETT deposed on oath in the Supreme Court that LI AFAT was sold by WONG AH NGAN and that he was present in his own house when the purchase money was paid; and it has since been reported that the girl was taken to Singapore for immoral purposes.

A reward of \$150 will be paid to any person who shall produce reliable evidence, showing that LI AFAT was returned to her mother, in or about September, 1888, and afterwards died as alleged.

Apply to **THE EDITOR, The Hongkong Telegraph.**  
Hongkong, 20th August 1891. [1190]

## NOTICE.

**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

**D. COLLIER, Secretary.**  
Hongkong, 25th August, 1891. [1191]

## NOTICE.

**JEVES' SANITARY COMPOUNDS COMPANY, LIMITED.**

**JEVES' WOOD PRESERVER OR ANTISEPTIC PAINT.**

THE Underigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says: "It is the best Disinfectant in use."

**W. G. HUMPHREYS & Co., Bank Buildings.**  
Hongkong, 10th June, 1888. [1192]

## For Sale.

**CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS.**

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road, Central. [648]

**G. FALCONER & CO., WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS.** No. 18, Queen's Road Central. [586]

## FOR SALE.

THE HONGKONG DIRECTORY, Published at the Office of the *Hongkong Telegraph*, is the best and most complete work of the kind ever published in the FAR EAST. The Directory contains all the latest and most reliable information concerning China, Japan and all the other Countries in the East.

PRICE .....\$3.00  
To be obtained from all Booksellers in China and Japan.

Hongkong, 23rd March, 1891.

**Ten Pounds IN Two Weeks Think of it!**

No question but that as a Flesh Producer there can be no question but that

**SCOTT'S EMULSION**

Of Pure Cod Liver Oil and Hypophosphites

Is without a rival. Many have gained a pound a day by the use of it. It cures CONSUMPTION, BRONCHITIS, COUGHS, & COLDS, & ALL FORMS OF WASTING DISEASES. As palatable as milk, and three times as effective as plain oil. Be sure you get the genuine as there are poor imitations. Sold by all Chemists.

**SCOTT & BOWNE, LIMITED, 17, FARRINGTON ST., LONDON, E.C.**

Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (Limited) Hongkong, 1st December, 1890.

## For Sale.

THE WATERBURY WATCH A MOST ACCURATE and RELIABLE TIME-KEEPER.

SERIES I.—\$270 each.  
SERIES J.—\$475 each.  
SERIES L.—\$475 each.

For Ladies, Gentlemen and Children.

A proportionate reduction for an order of more than one dozen.

Inspections respectfully solicited by **THE MITSUI BUSSAN KAISHA, Sole Agents,** in China, Japan and Corea. Hongkong, 15th September, 1891. [1193]

## INTIMATION.

**F. Blackhead & Co. SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS. NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS, No. 11, Praya Central, (Opposite Padder's Wharf).**

SOLE AGENT FOR RAHTJENS' GENUINE COMPOSITION TO THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS. SPECIALLY SELECTED. EX. PRIME, PORK and BEEF in Barrels.

Also AMERICAN PRIME SUGAR-CURED HAMS and BACON. CHR. MOTZ & Co., BORDEAUX CLARETS. CEMENT from the celebrated Factory of Hemmoor.

FLensburg STOCK BEER. ENGINEERS' and BLACKSMITHS' MACHINERY and TOOLS. EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.



